









HOW CHINA MAY GAIN THE  
CONFIDENCE OF HER  
MERCHANTS.

From time immemorial, says the *Sin Wan Pao*, the Chinese merchants have been despised by their Government and, consequently, have suffered innumerable grievances at the hands of the Chinese officials with perfect silence. Since China came in contact with the foreign Powers, however, she has gradually become alive to the fact that her weakness and poverty have been entirely caused by the contempt with which she regards her merchants, and has more than once embarked upon enterprises conjointly with them. But in ever undertaking in which both officials and merchants are concerned, the direction of affairs invariably rests with the former, and though agreements are often entered into, stipulating that the officials and the merchants are to be on a footing of equality as far as their rights and obligations are concerned, still the officials refuse to act upon the terms of the agreement and lord it over the merchants in every case. In fact, the relations between the officials and the merchants in any conjoint undertaking bear a very close resemblance to those between

THE LION AND THE COW, who went together hunting under a contract, as mentioned in the well-known Aesop's Fables. So long as the merchants are treated in this unfair manner, China cannot hope to grow powerful or wealthy. If China wants to outlive her weakness and poverty, she must contrive to gain the complete confidence of her merchants; and the easiest way to accomplish this object is to treat them fairly, that is to say, she must keep to the letter and spirit of whatever promise she has made to the merchants. This is exactly the policy pursued by all those foreign countries which are powerful and wealthy. Hence in those countries whenever the merchants are called upon to undertake any great work which the Government cannot take upon itself to do, such as the construction of railways, the exploitation of mines, etc., they always respond promptly to the call, while in China though there are very many wealthy merchants, they always take good care to avoid having anything to do with their Government.

## A BAD EXAMPLE SET BY THE COURT TO ITS OFFICIALS.

A Decree, issued by the Court on the 26th August, promotes Yao Kang-shao, a 1st Class Secretary of a certain Board, to the rank of an Expectant Tootal, who is to be given the first chance as soon as a vacancy occurs. The reason for this promotion was not expressed in the Decree, and we have been trying for a long time to find it out in vain, until now, when it is disclosed to us by our Peking correspondent and the Tientsin papers. From both these sources we learn that Yao was thus promoted because he had bought and presented to the Empress Dowager a portion of the articles looted from the Imperial Palaces by the Allied Forces, immediately after the fall of Peking in 1900. Such an act on the part of the Court at such a time as the present, must have surprised all patriotic Chinese subjects who are anxious that their Government, which is still suffering from the effects of the unprecedented calamity incurred by

THE BOXER WAR, would take every opportunity, and do the best it could, to encourage men of worthiness and

COTTAM &amp; CO. FOR PANAMA HATS

true nobility by giving them the promotion they deserve, instead of showing any favour to flatterers who present the Court with a little present in order to get a lucrative post in return. In the present case, the Empress Dowager has conducted herself in exactly the same way as many of the high Metropolitan and Provincial officials who used to reward their subordinate officials with fat posts in return for the liberal bribes received from them. No example more corrupt or more unconstructive than this could have been set by the Court to all its public servants.—*The Universal Gazette*.

## CHINESE IN COLLEGE.

## TEACHING LANGUAGE AS PART OF BUSINESS TRAINING.

The Owens College, Manchester, is making a sustained effort to impart a knowledge of written and spoken Chinese to Manchester business young men, says the *Financial*. Manchester does a very considerable trade with China, but before last year no facilities were available in that city for acquiring the language. Surprisingly few of the merchants or of the members of their staffs know anything of the language of the people to whom they export their goods.

Hitherto a very hand-to-mouth method has prevailed. A class of men exists in all the treaty ports known as "Compradores." These people act as go-betweens and translators. They are usually Chinamen, whose knowledge of English is chiefly of the

variety. By their assistance transactions are entered upon and carried out. The merchant and his customers never come into close touch. Although Chinese is a difficult language to acquire, it is not quite so hopeless as the golf loving Englishman imagines. A fair knowledge can be gained in three years by steady application.

Professor E. H. Parker, a retired Consular officer, has taught a class of some half-dozen students during the last winter at the Owens College. The progress made has been entirely satisfactory, and a second course is about to be started. It will comprise three terms, at the end of which it is expected that all

STUDENTS WHO HAVE ATTENDED REGULARLY will be able to read and write Chinese sufficiently well to pursue their studies effectively either at home or in China. During the third term the student will be engaged in completing a vocabulary or dictionary for his own use—a sufficient hint of the difficulties which differentiate the learning of this language from that of, say, French or German. After the third term the student will proceed to learn the use of the Chinese writing brush, and to converse in Pekingese and will practise the translation of trade advertisements into and out of Chinese. A rush of students is, of course, a thing that cannot reasonably be expected. But if in the course of a year or two some six or seven young Englishmen are turned out annually with a working knowledge of Chinese, ready to take up mercantile appointments and to travel into the interior of the country, the result cannot but be beneficial to the trade of Great Britain.

COTTAM &amp; CO. FOR WASHING

THE SINGAPORE CHEQUE  
FORGERY CASE.

## DE LUCCHI ARRESTED AT MARSEILLES.

Alfredo de Lucchi, who mysteriously disappeared from Singapore on August 14 last, has been apprehended at Marseilles by the French Police on a charge of forgery.

De Lucchi was arrested about Monday week. He confessed to having committed the forgery to his captors. Chief Detective Inspector Perrett took passage by the B.I. Steamer *Uiana* to Penang, where he will make investigations. On the conclusion of his enquiries there he will travel by the first steamer to Marseilles, to take back the man to Singapore.

The circumstances of the case have been reported in the *Telegraph*. He arrived in Singapore from Italy on July 31 as assistant to Pertile and Co., and on August 14 he vanished. Fears of his having been lost or done away with quickly arose, but about three weeks after his disappearance it transpired that he had gone to Penang by the *Calyra* on the 14th August, and that Messrs. Pertile's cheque book had been tampered with to such purpose that \$9,300 had been wrongfully withdrawn from the firm's account with the Hongkong and Shanghai Bank. At Penang he changed \$8,000 into a draft on Marseilles, at the Chartered Bank.

The Singapore police telegraphed to the ports of call on the way to Europe giving information as to de Lucchi and stopping payment of the draft. The fugitive was a passenger by the N.Y.K. s.s. *Bingo Maru*, from Penang to Marseilles.

THE "TUPPENNY TUBES"  
SUCCESS.

23,000,000 PASSENGERS CARRIED IN THE HALF-YEAR.

The fourteenth half-yearly general meeting of the Central London Railway Company was held at the Holborn Restaurant, Sir Henry Oakley presiding. In moving the adoption of the report the chairman said the past half-year showed some very encouraging features so far as the working of the railway and its results were concerned. Extra expenditure was being incurred in regard to the new motor-cars which they had decided to adopt with a view to avoiding any further complaint on the subject of vibration. They hoped the new motors would begin to be delivered in October. The

NUMBER OF PASSENGERS had increased by nearly two and a half millions during the half-year, the total number carried being twenty-three millions, including nearly two and three-quarter millions of workmen, who were carried at half-fares. They had earned in the six months £185,118, or £200,000 more than in the corresponding period last year, this practically representing an increase of 72½ per cent. in their receipts. The directors hoped in the coming six months to add so sensibly to the profits that they could face the future without fear or misgiving.

In reply to a question the chairman said the directors could have recommended a larger dividend, but they deemed it wiser to wait until all the company's liabilities had been ascertained.

The report was adopted, and interim dividends declared of 4 per cent. on the undivided and the preferred ordinary stock.

COTTAM &amp; CO. FOR TRESS'S STRAW

## REVIVING THE DROWNED.

"Among the methods of recalling to life the 'apparently drowned,'" says the *Morning Post* of August 6, the most singular and sometimes the most successful is that of rhythmically drawing out the tongue of the subject. Dr. Laborde, of Paris, has carried out many experiments both on human beings and on animals during the last few years, and in the paper he has written on tongue traction records several cases in which when all outward signs of life had ceased there had still remained latent vitality. In order to allow this latent vitality the opportunity to develop, the respiratory organs must be set in motion, and the best means of doing this is by tongue traction. The larger number of his experiments have naturally been performed on animals, and in one case tongue traction on an asphyxiated bulldog was rewarded with success in two and a half hours after all signs of life had ceased. Two hours of traction were productive of no result, but the extra half hour produced a slight respiratory cough, and in three hours the dog was on its legs. It occurred to Dr. Laborde that it would be a good idea to substitute an automatic apparatus for the cloth-covered hand. The first apparatus made was driven by clockwork, the improved instrument is operated by an electric motor, and by means of it the tongue can be subjected to continuous traction for three hours.

## Intimations.

A SPECIAL SALE will be held at the ITALIAN CONVENT on behalf of the Poor Orphans, from the 1st October, at 2 P.M., to the 8th, except Sunday. Of Ladies and Children's Underclothing and other useful and Embroidered Articles, suitable for Birthday Presents, &c.

The Superior hopes to receive and merit a large share of public patronage. ITALIAN CONVENT, 20, Caine Road. Hongkong, 16th September, 1902.

## LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Crockery Ware, Brasses and Iron Bedsteads and Rattan Sofas for whole set. JUST ARRIVED. Nos. 1 & 3, D'Aguilar Street. Behind Hongkong Dispensary. Hongkong, 1st May, 1902.

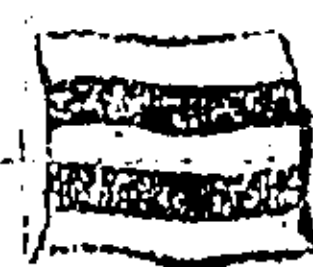
GRIMAULT'S SYRUP  
OF  
HYPO-PHOSPHITE OF LIME

## FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchia Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance. Grimault's Syrup has a rose colour, and is sold in that oval bottles. Beware of imitations. GRIMAULT & Co, Paris. Sold by all Chemists.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU N. Trenet	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 4th Oct., at Daylight.
KUMANO MARU E. W. Haswell	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND	SATURDAY, 4th Oct., at Noon.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 7th Oct., at Noon.
SHINANO MARU M. J. Carnov	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th Oct., at 4 P.M.
WAKASA MARU J. B. Macmillan	KOBE and YOKOHAMA	FRIDAY, 10th Oct., at Daylight.
HIROSHIMA MARU T. Murai	SINGAPORE, PENANG, COLOMBO and BOMBAY	FRIDAY, 10th Oct., at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 12th September, 1902.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "BENGAL,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port BOMBAY, TO-MORROW, the 27th instant at Noon, taking Passengers and Cargo for the above ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London. Other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 26th September, 1902.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902.
<i>Pleasant</i>	W. H. Smith	3753	Oct. 10
<i>Victoria</i>	J. Pantan	3502	Oct. 18
<i>Olympia</i>	J. Truebridge	2837	Oct. 24
<i>Shamout</i>		9606	Oct. 29

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LTD., General Agents.

Hongkong, 24th September, 1902. [874d]

## To be Let.

TO LET.  
(WITH IMMEDIATE POSSESSION.)

SECOND FLAT OF SEA VIEW, a European Dwelling House, containing Four Rooms, also Bath-room and Servants' Quarters, Cool, Healthy, and has a splendid view of Harbour.

Rent Moderate. Apply to G. ALLEN, Sea View, Back of No. 3 Police Station.

Hongkong, 20th September, 1902. [1983d]

TO LET.  
HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS at BOWRINGTON, Praya East. HOUSES at CAUSEWAY BAY, facing the Polo Ground.

No. 11, MACDONNELL ROAD. "THE RETREAT"—MT. KELLETT. No. 2, RIFON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 17th September, 1902. [1994d]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th October, 1902, at 1 P.M., the Company's Steamship "OCEANIAN," Captain Rimes, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Port for MARSEILLES, via BOMBAY, the s.s. *Armand Dreyfus*, which vessel takes on her Passengers and Mails leaving that Port on the 18th October Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 23rd September, 1902. [1994d]

## Notices of Firms.

## NOTICE.

THE Undersigned's Resignation was in the hands of the EQUITABLE LIFE ASSURANCE SOCIETY OF U.S.A. last month. His connection with the Society is finally closed.

A. KIENE. Hongkong, 22nd September, 1902. [1994d]

## For Sale.

## FOR SALE.

ONE BROADWOOD PIANO. Apply at—

ROOM No. 146, Hongkong Hotel. Hongkong, 7th August, 1902. [1996d]

## Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on WEDNESDAY, the 1st October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th September, 1902. [1999d]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896. [1999d]

MEMORY POINTS ABOUT  
SINGER  
SEWING  
MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

## SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU  
BUY  
A  
SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time.  
YOU get it for the Lowest-Price at which such a machine can be furnished.  
YOU will receive careful instruction from a competent teacher at your home.  
YOU can obtain necessary accessories direct from the Company's offices.  
YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased.  
YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

## THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

84, ELGIN ROAD, KOWLOON.



Intimations.

A. S. WATSON AND CO., LTD.

WINE MERCHANTS.

ESTABLISHED 1859.

CLARETS.

ST. ESTEPHE	\$ 7.20	\$ 7.80
ST. JULIEN	9.00	9.60
LA ROSE	12.00	13.20
CHATEAU HAUT BRON		
LARIVET	18.00	19.20
CHATEAU MOUTON D'AR-		
MAILHAC	21.00	22.80
CHATEAU PONTET CAR-		
NET	25.00	
CHATEAU LA TOUR CAR-		
NET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN AND CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.

The Hongkong Dispensary.

TELEPHONE No. 46.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902. [28d]

GEO. PATTON & CO.

Have for Sale a large Consignment of  
H. W. JOHNS & CO.'S  
ASBESTOCEL SECTIONAL PIPE  
COVERING, ASBESTOCEL SHEET  
and PAPER for covering BOILERS and  
FLUES, BULKHEADS, &c.

ASBESTOS CEMENT for BOILERS,  
DRUMS, HEATERS, &c.

STEAM PACKING, GASKETS and  
FIRE-PROOFING MATERIALS.

MODERATE COST.  
EFFICIENT. DURABLE.

Estimates and Samples furnished on  
application.  
Hongkong, 30th July, 1902. [28d]

**BIRTHS.**  
At 11-B-M's Consulate-General—Franklin, on 16th September, the wife of E. H. FRASER of a daughter.  
At Wenchow, on the 14th of September, the wife of JOHN HENRY NIGHTINGALE, Chinese Imperial Maritime Customs, of a son.  
At Hankow, on the 19th of September, the wife of E. T. PYM, I.M. Customs, of a son.

**MARRIAGES.**  
On the 17th of September, at Holy Trinity Cathedral, Shanghai, by the Rev. F. Symons, M.A., PHILIP LOCKWOOD JONES, son of C. J. Jones, Liverpool, to MARGARET E. CHAMBERLAIN, third daughter of C. R. CHAMBERLAIN, Riddings, Derbyshire, England.  
August 21, at Penkridge, D. S. CARMICHAEL, of Singapore, to VIOLET MARY BOLDERO.  
August 21, at Rouen, FRANK GROSS, late of China, to EVELYN, daughter of the late JOSEPH FYLE MESTON, Beckenham.  
August 23, at Hendon, G. MAXWELL to FLORENCE EVELYN STEVENSON.

**DEATHS.**  
At Colombo, on the 24th of August WILLIAM ALLEN HAGUE.  
August 26, at West Kensington, MARGARET QUINTON, widow of D. QUINTON, of Singapore, aged 72.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPT. 26, 1902.

LOCAL AND GENERAL.

**NO LIGHTS.**—The master of a trading junk was this morning fined \$75 for neglecting to carry bright lights on board whilst under weigh on the 24th instant.

**A RUMOUR** is current in railway circles in St. Petersburg that a line is to be constructed forming a junction with the Chinese Eastern Railway and the Ussuri Railway.

**TWO NATIVES** charged with creating a disturbance at the Star Ferry wharf, Kowloon, were fined \$5 each and another, who tried to rescue them while in custody, \$15.

**THE GYMKHANA**, to be held at Happy Valley on Saturday afternoon, the 11th October promises to be a great success. The interesting programme appears in our advertising columns.

**BAD WEATHER.**—All the vessels that have come into port between the 24th inst. and to-day report extremely bad weather outside, a heavy sea prevailing, and sweeping the decks in most instances.

**MORE COLLAPSES.**—Information was received by the police yesterday that the kitchen of No. 86 First Street had collapsed injuring two Chinamen one of whom was removed to the Government Civil Hospital.

**REFUSING LEGAL FARE.**—Mr. Alex. Allen, clerk in the employ of the Hongkong Hotel, charged a ricksha puller with refusing to take a legal fare while unemployed on the night of the 22nd instant. He was fined \$10 or fourteen days.

**FRENCH CRUISER AGROUND.**—The French cruiser *Dugaud*, from Nagasaki went aground off the coast of Hachibito Island in entering port on the morning of the 16th inst. Some slight damage was sustained, but the vessel got off without assistance.

**SUPPOSED SUICIDE IN DES VUEX ROAD.**—Yesterday an unknown Chinaman was found by the police hanging by a rope under the scaffolding of a house in course of erection in Des Vieux Road West. It was apparently a case of self strangulation. The body was removed to the mortuary.

**USING ABUSIVE LANGUAGE.**—J. I. Spooner, chief excise officer, of the Opium Farm, was summoned by his assistant, Choa Beng Wan, with using abusive language towards him at the Magistracy. The defendant admitted having done so under provocation. Mr. Kemp requested the parties to come to an amicable settlement between themselves whereupon the defendant acquiesced, but the complainant said he must have a written apology. The Magistrate concurred, and adjourned the case for a week.

**FIG JAM.**—It is not usual in any well regulated offices for members of the staff to indulge too much in luxuries, but when one of our representatives obtained possession of a tin of delicious fig jam and spent fifteen minutes in devouring the fruit there was naturally some stir among the juvenile members. However, they were evidently satisfied with the assurance that Messrs. Ritchie and Co. possess a big stock at 39, Des Vieux Road having recently obtained a large consignment from the well-known Sydney firm of Messrs. Taylor Bros.

**A MEAN TRICK.**—A few days ago a Chinese had entered a money-changer's shop with two five dollar notes to be changed into silver. The money changer handed him a packet of cash wrapped up in paper, and it was not till the boy had got into the street that he made the discovery. On returning to explain the mistake, instead of getting his money back, the money changer had him arrested for trying to defraud him. This morning the boy was brought before Mr. Hazeland who discharged him and the money changer was ordered to return the \$10 to him.

**"AUDI ALTERAM PARTEM."**—On the principle of *audi alteram partem* we have received for publication a translation of an article, which appeared in the last number of the *Patriota*, in refutation of a contribution to our morning contemporary in defence of the Macao Government in its relation to the Portuguese press. Pressure on our space prevents the publication of the article to-night. We shall have pleasure in reproducing it in these columns to-morrow. The writer makes a forcible and withal plausible defence of the attitude of the Portuguese press, which undoubtedly will pursue with unabated vigour its self-imposed though, as yet, apparently unsuccessful mission.

ASK FOR ASAHI JAPANESE BEER—G. Giraull.

**THE COWARDLY ASSAULT.**—The Chinese woman who was yesterday charged with cruelly ill-treating a servant girl has evidently disappeared from the Colony. This morning when the case was called on she, as absent and Mr. Kemp ordered her bail to be estreated and issued a warrant for her arrest.

**SCENE IN THE POLICE COURT.**—The master of a sly opium-divan, and his foki were charged before Mr. Kemp this morning by P.C. Wilden (89) with having prepared opium on their premises without a valid certificate from the Opium Farmer. The Magistrate, after hearing the case, sentenced them to pay a fine of \$250 each or go to prison for two months. While the opium tray was being removed from the Court table the "boss" made a grab at a piece of opium to swallow it. Had it not been for the timely assistance rendered by P. C. 89, Sergt. McSwayed and others he would have succeeded in his attempt.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE DOCK CO.'S PROPOSAL.

To THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—The Hongkong and Whampoa Dock Company, Limited, sent out to its shareholders yesterday the intimations of its scheme for the construction of the new dock about which a good deal of correspondence has of late appeared in the columns of the local press. Public curiosity has been greatly excited by this correspondence—a correspondence that was practically supplied by the opponents of the scheme—now that the directors have expressed their views in black and white, I shall deem it a favour if you will allow me to give your readers a resumé of the report just to hand, and also to make a few comments in regard to the arguments adduced.

Dimensions of Dock No. 1 as given in the report:—  
Length on keel blocks ..... 576' 0"  
Breadth of Entrance at top ..... 86' 0"  
Do do bottom ..... 70' 0"  
Depth over blocks at Spring tides ..... 29' 0"  
The actual cost amounted to \$500,000.  
The report goes on to say that after more than one unsuccessful attempt to get the land on more favourable terms, the Colonial Secretary, in a letter dated the 30th of July last, stated that the Colonial Government was then in the position to give the land on the following terms:—

Premium of 27½ cents per square foot.  
Crown Rent at the rate of \$350 per acre per annum.

Lease for 99 years, renewable for one further term of a like period, on a re-assessed Crown Rent.

And the following special conditions:—  
1.—(a) The purchaser to submit plans of the proposed dock to the local Naval Authorities, for the information of the Board of Admiralty, and endeavour in every way to meet the wishes of the Naval Authorities.

(b) The dock as constructed to be capable of accommodating a first-class battleship.

(c) The purchaser to begin the dock at once and complete it as soon as possible.

2.—His Majesty's ships to have prior right of entrance to the dock over all other vessels:—  
(a) in time of war;  
(b) when war is considered to be threatening;

(c) when the Senior Naval Officer at Hongkong considers that the safety of one of His Majesty's ships would be endangered if she were not docked without delay.

3. The purchaser to take every precaution he thinks proper to protect the dock from attack by torpedoes.

4. The purchaser to construct approach road with suitable pier or landing place for access to Kowloon East Battery in a position which is satisfactory to the Military Authorities.

5. The purchaser to bear all expenses of moving Military Telephone Cables which may be made necessary by the transfer of land, including the erection of cable huts, and digging up and burying land cables. The land cables to be laid as far as possible along the new road to Kowloon East Battery, referred to in (4). Right of access to be reserved for the submarine cables and the route of these cables in front of any dock works to be kept clear of moorings.

6. No buildings to be erected which would interfere with the fire of Kowloon East Battery.

7. The War Department not to be responsible for any damage caused by firing from Kowloon East Battery.

8. The purchaser to resume and hand over to the Government free of cost a strip of land 50 feet in width adjoining and to the east of Gillies Avenue and extending from the Harbour to Bulkeley Street.

9. The entire area to be reclaimed and levelled off to such levels as the Director of Public Works may approve and protected by a substantial sea-wall, or otherwise, to the satisfaction of the Director of Public Works.

10. Such reclamation to be completed within 5 years of date of sale and a sum of not less than \$50,000 over and above the cost of such reclamation to be expended on rateable improvements within 5 years of the date of sale.

11. The expense of forming a new cable reserve and shifting the existing cables thereto to be borne by the purchaser.

The dimensions of the proposed new dock are as follows:—  
Length on blocks 650' 0" (at present), 750' 0" (prospectively).  
Width of entrance at top ..... 98' 0"  
Do do bottom ..... 82' 0"  
Depth over block at Spring tides ..... 32' 0"

The report concludes by presuming that the Naval Dock will be used exclusively for docking H.M. Ships, as the Dock Company cannot suppose "that H.M. Government intends to compete with us in the work of docking and repairing ships of the mercantile marine, nor is it

likely that H.M. Government will compete with us for foreign men-of-war."

"There can, however, be no doubt that the docks now being constructed for Messrs. Butterfield and Swire will be competitive enterprise. On the other hand, the site of our docks is a more convenient one (for Hongkong, which, other things being equal, may frequently turn the scale of competition).

"For the rest we look chiefly to a growth of the trade with China over the Pacific as well of course as from Europe."

"We all know that Japan secured the docking of H.M.S. *Victorious* for want of width of entrance to our No. 1 dock. . . . Of merchantmen there are not many of too great beam, but there are several of greater length than that number is constantly increasing."

The approximate cost of the proposed dock and the yearly expenditure thereon on a basis of four years for construction, including interest at the rate of 6 per cent per annum is as follows:—

Dock.	Expenditure.	Interest.	Total.
1st year	\$25,000	\$1,500	\$26,500
2nd year	40,000	2,400	42,400
3rd year	50,000	3,000	53,000
4th year	50,000	3,000	53,000
5th year	50,000	3,000	53,000
6th year	50,000	3,000	53,000
7th year	50,000	3,000	53,000
8th year	50,000	3,000	53,000
9th year	50,000	3,000	53,000
10th year	50,000	3,000	53,000
11th year	50,000	3,000	53,000
12th year	50,000	3,000	53,000
13th year	50,000	3,000	53,000
14th year	50,000	3,000	53,000
15th year	50,000	3,000	53,000
16th year	50,000	3,000	53,000
17th year	50,000	3,000	53,000
18th year	50,000	3,000	53,000
19th year	50,000	3,000	53,000
20th year	50,000	3,000	53,000

Proposal for raising Capital required, say \$2,500,000 by issue of 20,000 new shares of \$50 each at a premium of \$75 per share, Total \$2,500,000 to be called up in five instalments of \$5 each, as required, but at intervals of not less than one year.

Mr. C. C. Lacey, consulting engineer to the Pacific Coast Steamship Company, forwarded a letter to the Dock Company which is published as an appendix. He asks for information respecting any improvements that have been made or are contemplated. He says:—"Our consideration is on account of the large ships that are being constructed for the Northern S.S. Co., which are to ply between this port and the Orient—(Length of Keel 605 feet, Beam 73 feet, Draft 20 feet). We have no doubt but that docking facilities will be provided for these ships when they are ready, but at present none exist on the Pacific. The Dock under construction at San Francisco will be completed in 8 or 9 months. Its length will be 750 feet, 101 feet at bottom of alters."

The above are practically all the reasons that the directors have brought forward to induce shareholders to look favourably upon their scheme unless one were to consider as such their desire to see the local company still occupy the most prominent place among its competitors, irrespective of returns. As to Mr. Lacey's letter, I do not suppose that any one beside some of the directors will attach any importance to it. Now let us analyse these arguments and see how much they are worth. At the very outset the directors inform the shareholders that the site is to be acquired at the enormous cost of 27½ cents per square foot. The size being close on to 1,400,000 sq. ft. the initial cost will be \$381,250, with a crown rent of \$350 per acre, i.e., about \$10,500 per annum. People out here are aware that Messrs. Butterfield and Swire obtained a site of about one million sq. ft. for \$100,000, or at the rate of 10 cents a foot. This land is on the island where one would expect higher prices charged. Whether or not the Government imposed any onerous conditions on Messrs. Butterfield and Swire similar to those specified above I am not in a position to say; but presuming that it has done so, still, in view of the fact that the Kowloon site is immediately beneath a battery which in times of war will be receiving its fair share of shells and, consequently, the dock establishment also will be coming in for its share of the wreckers, this consideration alone, if for no other, the cost of the land should be at least no higher than that obtained from Messrs. Butterfield and Swire.

Supposing that the directors are correct in the presumption that the naval docks will not compete for Mercantile Marine work, they could not help admitting that Butterfield and Swire have to be reckoned with in the near future; but, they imagine that, the site they recommend being more favourably situated, this should turn the scale of competition in their favour. But in what respect is the present docks establishment more favourably situated? Is it to be considered so from the point of view of the crew who will be obliged to cross the harbour in all sorts of weather in order to get to their ship should she be at Kowloon instead of driving out or walking to the B. and S. docks when these get ready; or is it from the standpoint of the mechanics, a good number of whom reside here and not in Kowloon? Or perhaps, the directors might be of opinion that the site they are contemplating to acquire being nearer to the harbour by about a couple of miles than the B. and S. works, the extra cost of passage to a ship to the latter establishment—say about \$5 or \$10—may be reasonably (in their eyes) expected to turn the scale of competition in their favour!

As to increased earnings the directors look for it in the expected increase of trade over the Pacific and with Europe.

As a further recommendation they point out that the local concern is in danger of losing work on such boats as the *Victorious*, which had to go to Japan for want of width of entrance to the No. 1 Dock, and on boats of greater length than can be docked in the No. 1 dock.

Now regarding the first part of the argument everyone knows that the *Victorious* could have been safely docked here as there was a margin of 18 inches at the entrance. As to the second part, not one merchant boat of over 500 feet in length ever came to the colony yet. But even if this class of ship is to be seen in these waters in future, how many will come here in a year? Now let us go into the question of cost. Accord-

ing to the report the new dock is estimated to cost approximately \$2,500,000. The word "approximately" is very advisedly used, for whether the construction will cost \$1,500,000 (which will never happen) or \$5,000,000 (which is very likely) the directors can always fall back upon "approximately estimate" to extricate them from an unpleasant situation. The reason why the cost is likely to be nearer \$5,000,000 than \$2,500,000 is not far to seek. Engineers are proverbially noted for falling into such mistakes even in connection with comparatively small undertakings. Not that the writer has any intention of casting reflections on engineers to be found here, but he simply intends to state a fact capable of being easily proved and if mistakes are made in connection with small constructions how much more easily will they creep in when the estimates deal with millions! The No. 1 dock was estimated to cost \$500,000 if I am not mistaken, but the ultimate expenditure was nearer to a million, even though the estimate was made by a firm of engineers enjoying here the most prominent position in their own line. Their calculations were upset by the presence of rocks which were not suspected to exist; at least this is what was given in explanation I believe. Is it not possible that some such error might have been made in the present instance also?

For raising the necessary amount the directors propose to issue 20,000 new shares of \$50 each at a premium of 150%, presumably to existing shareholders. Now to justify this increase of capital shareholders should be satisfied that the further returns, once the new dock is finished, will, in proportion to the increased capital, be larger by 4% at least in order to ensure for them a dividend on the basis of the last six months.

Now if one man can do a certain piece of work in a certain time, two men, other things being equal, should do twice as much in the same time; but if there is not enough work for two, and two, in order to exist, have hardly any more to do than the one man did formerly, the evident conclusion is that either of these two will have to be satisfied with less than what was earned by one man before the arrival of the competitor. The above reasoning will apply much more forcibly when there is more than one competitor for practically the work of one man only; and this is pretty nearly what will be the position of the Dock Co. should the new scheme be adopted. For the report acknowledges that the Dock Company expects to meet with competition when B. and S.'s establishment is in working order; it furthermore admits indirectly that the naval dock will be taking away business from them; but it relies on the big steamers, none of which has hitherto come here, to increase its earnings!

Is it not reasonable to ask, Mr. Editor, whether the trade of China is expected to show such unprecedented development after the next four years that the directors of the Dock Company should consider such a hypothetical growth sufficient grounds to justify them in believing (for they must believe it) that there will be enough work in Hongkong harbour to support two different establishments in the same manner as one only is now supported and that notwithstanding the loss of naval work? I doubt whether a single director can be found with courage enough to say that he really expects such an abnormal increase of work to accrue in favour of the docks. If then, docking business cannot be expected to increase in spite of loss of naval work after the next four years so as to keep in going increase of revenue to the Dock Company proportionate to the increase of capital called for by the new scheme, what shareholder will countenance the new scheme by giving it his support unless he has other ways, not now apparent, of indemnifying himself against self-evident loss?

To pay the present rate of dividend and write off the property in proportion to the last half-year the Dock Company has to earn the following after the completion of the new dock:—

Dividend.	Depreciation.	Total.
1st year	\$648,000	\$508,000
2nd year	696,000	544,000
3rd year	744,000	582,000
4th year	792,000	616,000
5th and succeeding years	840,000	652,000

In other words, the company has to earn no less than \$750,000 every half-year in order that the position of the present shareholders may not be made worse than it actually is. But the company has never been known to earn that amount of money more than once when exceptional circumstances combined to give it a record earning; while the average half-yearly income has seldom been known to exceed \$400,000. But even if shipping should increase so much here as to give an average annual yield of about a million and a half, the work yielding this net income must naturally be expected to be divided between the three docking establishments, which will then be in existence. The naval dock is bound to get all naval work at least; while Messrs. Butterfield and Swire, in the struggle for existence though they may have to compete for work even though they may have to make bids lower than the Dock Company to the extent of the cost of towage over the extra couple of miles steamers will have to cover before reaching their establishment!

First of all, is there anything to warrant the expectation that shipping will, within the next few years, increase to such an extent that after loss of naval work, the local docks and the B. and S. docks will be able to earn proportionately as much as the Dock Company is at present earning? If so, by sanctioning the new scheme, shareholders will have to be content with \$12 per share per annum for years to come, and which is exactly what they are now getting.

Secondly, if shipping is to increase by 50% only—which is a very liberal allowance—then an increase of 50% only in the net receipts will have to be looked forward to. But how will this yield have to be divided between the two competing companies? If the Dock Company is to get all the work while Messrs. Butterfield and Swire will calmly look on; the Dock Company, even then, will be earning only slightly over one million dollars, or to be more exact \$1,100,000 on the basis of the last half-year's profits. From this amount, first of all, will have to be deducted the sum to be written off which will then be \$654,000, on a capital of \$3,500,000, presuming that the directors will still consider it necessary to keep up the present rate of writing off. The balance of \$450,000 will only yield \$64 per share per annum and no more, against \$120 now paid. But if the B. and S. docks are to come in for their share of the business—and they can be trusted to do more than that—the position of the Dock shareholder will then perhaps be no better than that of many others interested in some of our local concerns whose capitals were increased on the strength of recommendations made by those managing them, but which increase of capital has already shown itself as a direct step to ruin and has brought the companies next door to bankruptcy. If then the Dock shareholder is desirous of showing his sympathy for less fortunate ones by bringing himself down to their own level financially, he certainly cannot hit upon a more ingenious and a more effective plan for successfully accomplishing his purpose. But I sincerely trust, Mr. Editor, that this species of misguided sympathizer is a *rara avis* here.

But what will be still worse will be the possibility that docking business will not increase to such a large extent as to yield half as much more as it does now. What will happen then? The result will be so disastrous that I will refrain from dwelling on it.

The above has been written on the supposition that present shareholders will be in a position to take up the new issue. Of course, a company as such cannot be expected to study individual interests; but in view of the fact that the majority of present shareholders were practically induced by the action of Board of Directors in the declaring of the dividends for last year to become partners in the concern—justifiably expecting from the policy of former years that the rate of dividend would be maintained—these shareholders will find it very difficult indeed to arrange for the taking up of this proportion of the new issue even if the ultimate returns are to be as remunerative as the present Board would have us believe. They have already lost about \$100 a share and more they can hardly withstand; and loss will be appreciably increased if they do not apply for the new shares, in fact it will be at least \$25 a share more. Such being the case should not their interest be given a little consideration?

Taking everything that has gone before into consideration, it would appear to the most casual observer that the only one to be benefited by the proposed construction will be:—  
(a) the contractors for the new dock;  
(b) the suppliers of materials for its construction;  
(c) those who at present holding in shares, or only a few, will be in a position to take up the surplus new shares at the price of issue, i.e., \$125 or \$50 less than what they should be quoted at, and this can be done only by those who, having the apportioning of such unapplied for shares, are not likely to allow them to reach the general public.

I beg to apologize to you, Mr. Editor, for trespassing so much on your valuable columns, but as this question must be of vital importance to a good number of your readers, I trust, this consideration will induce you to give publicity to this letter in *extenso*.

Thanking you in advance,  
Yours faithfully,  
RED FLAG.

Hongkong, 26th September, 1902.

C. N. Co.'s S.S. "WUHU" SAFE.

ARRIVED AT SAMARANG.

About a week ago we reported through the *Singapore Free Press* of the 12th inst. that the China Navigation Co.'s steamer *Wuhu* was ashore at the Carimon-Lava Islands, about 70 miles from Samarang, we believe. The T. P. Dock Co.'s steamer *Mercury* left on the afternoon of the 12th inst. with wrecking appliances for the relief of the vessel. Messrs. Butterfield and Swire received information yesterday that the vessel had been successfully re-boated and had arrived safely at Samarang.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Nansing*) to-morrow.  
Australian (*Taiyuan*) to-morrow.  
Canadian (*Athenian*) 28th inst.  
American (*Korea*) 29th inst.  
Tacoma (*Victoria*) 30th inst.  
Canadian (*Empress of China*) 30th inst.  
American (*Gallic*) 1st prox.  
German (*Prinz Regent Luitpold*) 1st prox.  
American (*Hongkong*) 2nd prox.  
Tacoma (*Olympia*) 1st prox.  
American (*China*) 17th prox.

The Ben Line steamer *Denald* left Singapore yesterday for this port, and is due here on the 1st prox.  
The Silk ex Canadian Pacific Railway, Co.'s R.M.S. *Empress of India* from Hongkong on the 27th inst., arrived at New York on the 25th inst.  
The N. Y. K. Co.'s steamer *Shimoda Maru* (American Line) left Shanghai for this port on the 24th inst. p.m., and is expected to arrive here on the 27th inst.  
The C. N. Co.'s steamer *Taiyuan*, from Australian Ports left Maitland on the 24th inst. p.m., for this port, and is due here to-morrow morning, the 27th inst.  
The H. A. L. steamer *Sarmata* from Hamburg left Singapore for our port yesterday, and the 25th inst., and may be expected here on or about the 1st prox.

ASK FOR ASAHI JAPANESE BEER—G. Giraull.

likely that H.M. Government will compete with us for foreign men-of-war."

"There can, however, be no doubt that the docks now being constructed for Messrs. Butterfield and Swire will be competitive enterprise. On the other hand, the site of our docks is a more convenient one (for Hongkong, which, other things being equal, may frequently turn the scale of competition).







Shipping—Steamers.

OCEAN STEAM SHIP CO. LIMITED.

OUTWARDS.		
FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"ACHILLES"	26th September, 1902.
"	"MENELAUS"	1st October.
"	"AGAMEMNON"	"
"	"DEUCALION"	"
"	"PATROCLOS"	"
"	"STENTOR"	"
HOMEWARDS.		
FOR LONDON.		
"DIOMED"	"	30th Sept., 1902.
"NESTOR"	"	14th Oct. "
"ACHILLES"	"	28th "
"MENELAUS"	"	11th Nov. "
"AGAMEMNON"	"	25th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).		
"MACHAON"	"	20th Oct., 1902.

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CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS.	TO SAIL.
CEBU and ILOILO.	"KAIFONG"	27th instant, at Noon.
AMOI, SAMARANG and SOERABAYA.	"NANCHANG"	29th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	29th instant.
TIENTSIN.	"HUPEH"	30th instant.
SHANGHAI.	"KANSU"	30th instant.
Kobe.	"TAIYUAN"	4th October.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports. See Special Advertisement.

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OUTWARDS.

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GLASGOW and LIVERPOOL	"HYSON"	1st October, 1902.
"	"YANGTZE"	30th October, "

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VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS and NAGASAKI, Kobe and YOKOHAMA.	"HYSON"	1st October.

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Hongkong, 15th September, 1902.

[936d]

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between

HONGKONG AND PORTLAND (OR).

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FOR TAMSUI.	"DAIJIN MARU"	T. Ogata	SUNDAY, 23rd September.
FOR SHANGHAI & CHINKIANG.	"KEELUNG MARU"	K. Sobajima	MONDAY, 29th September.
FOR ANPING.	"MAIZURU MARU"	T. Saito	WEDNESDAY, 1st October.
FOR TAMSUI.	"DAIGI MARU"	I. Kitano	SUNDAY, 5th October.
FOR FOCHOW.	"ANPING MARU"	J. Goto	WEDNESDAY, 8th October.

\* Via SWATOW and AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo. By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai. For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 25th September, 1902.

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Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

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THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above Ports, on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

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Hongkong, 5th September, 1902.

[934d]

Shipping.

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THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

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THE Company's Steamship

"ZAFIRO,"

Captain A. Fraser, will be despatched as above TO-MORROW, the 27th instant, at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and Most up to date on the run. All Accommodation Amidships. Electric Light and all other Modern Improvements. A Surgeon is carried.

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Hongkong, 22nd September, 1902. [991d]

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"YUENSANG,"

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This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

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SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON,"

will be despatched for the above Port on TUESDAY, the 30th instant.

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SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 20th September, 1902. [686d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

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Captain R. W. Almond, will be despatched for the above Port on THURSDAY, the 2nd October, at 4 P.M.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amidships. Electric Light and other Modern Improvements. A Surgeon is carried.

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"RICHMOND CASTLE" 12th Oct.

"LOTHIAN" 20th Oct.

"LOWTHER CASTLE" 30th Oct.

"BORDER KNIGHT" 15th Nov.

"ORONO" To follow.

"CROYDON" To follow.

For Freight and further information, apply to

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Hongkong, 24th September, 1902. [139d]

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THE Steamship

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Hongkong, 22nd September, 1902. [992d]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENGARRY,"

Captain Holman, will be despatched as above on WEDNESDAY, the 15th October.

For Freight or Passage, apply to

MCGREGOR BROS. & CO.,  
Agents.

Hongkong, 25th September, 1902. [1003d]

STEAM FOR ODESSA.

THE new Russian Steamer

"KNIAS GORTSCHAKOW,"

327 Tons Gross Register will be despatched for ODESSA, via Ports of Call on or about 15th October.

For Freight and further Particulars, apply to

BRADLEY & CO.,  
Agents.

Hongkong, 13th September, 1902. [959d]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS

SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA:—

WATKINS, LIMITED.

APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

[91]

Consignees.

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Memphis*, and Bordeaux, ex s.s. *Ville d'Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their consignments in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon; whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 9 A.M., TO-DAY, the 22nd instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 29th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 22nd September, 1902. [1004d]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 1st October will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 4th October, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 25th September, 1902. [1003d]

Intimations.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS,

INSULATORS, LIGHTNING CONDUCTORS, SWITCHES,

TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all work.

Trained Mechanics sent to Observe and fix up installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

S. J. GODWIN,  
Acting Manager.

Hongkong, 29th January, 1902. [90]

CHEONG SHING.

No. 39, Queen's Road Central, (Opposite to Messrs GAUFF & Co.)

DEALERS IN Jewellery and Silks, Pearls and Jade-stone

Ware, Ivory Ware and Curious, Chinese Goods of all kinds

And also General Exporters.

An inspection is respectfully solicited.

Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business.

[90d]

Intimations.

STAG HOTEL.

(Established 1857).

148, QUEEN'S ROAD CENTRAL, HONGKONG.

This Hotel has been re-built in 1902, under the most improved sanitary principles.

It contains large airy rooms with every comfort and facility for monthly Boarders and Visitors making a prolonged stay.

Charges very moderate.

Apply at THE HOTEL OFFICE.

Hongkong, 1st September, 1902. [972d]

Intimations.

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENTS RATES.







Gentlemen's  
Outfitting  
Department  
Open in October.  
28, Queen's Road  
Opposite  
Hongkong Hotel.

# WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.

Gentlemen's  
Outfitting  
Department  
Open in October.  
28, Queen's Road  
Opposite  
Hongkong Hotel.

## HIGH CLASS GENTLEMEN'S OUTFITTING DEPARTMENT.

TO BE OPENED EARLY IN OCTOBER.

ALL THE LATEST NOVELTIES IN GENTS FASHIONABLE FURNISHING GOODS AS  
NOW SHOWN IN ALL THE BEST WEST END AND BOND STREET HOSIERS.

CHOICE NECKWEAR UNIQUE IN QUALITY AND DESIGN.

HALF HOSE FOR EVENING AND DAY WEAR IN ENDLESS VARIETY.  
CYCLING AND GOLF HOSE.

PURE LINEN COLLARS. WELL CUT DRESS SHIRTS. FINE LAWN AND PIQUE TIES.

KID, SUEDE AND DOESKIN GLOVES.

NEW BATH AND DRESSING GOWNS.

THE CHOICEST SELECTION OF UNDERWEAR IN THE COLONY INCLUDING  
NATURAL, PINK AND SILVER GREY SHADES NOVI SPUN SILK. PINK WOOL,  
WHITE AND NOVI BALBRIGGAN, ETC., ETC.

FINE QUALITY SOFT FELT HATS IN ALL THE NEWEST SHAPES  
FOR THE COMING SEASON.

HELMETS AND TOPEES MANUFACTURED FOR US BY A WELL KNOWN  
FIRM OF MILITARY CONTRACTORS.

## UP TO DATE BOOTS.

ENGLISH MADE ON AMERICAN LASTS, THUS ENSURING  
WEAR, STYLE, COMFORT AND FIT.

A HANDSOME SELECTION OF WALKING STICKS THE VERY BEST ON THE  
LONDON MARKET.

DUE NOTICE WILL BE GIVEN IN THE PAPERS OF THE OPENING DATE OF THIS  
BRANCH WHICH WILL BE KEPT EXCLUSIVELY FOR GENTLEMEN'S GOODS.

28, Queen's Road, Opposite Hongkong Hotel.

## DRESSMAKING DEPARTMENT

AT 34, QUEEN'S ROAD.

This section of our business is a new venture and has met with extraordinary success during the past 11 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the  
knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most

Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is  
necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

September 18th.

R. G. HECKFORD,  
MANAGER